

STATE OF NEBRASKA
DEPARTMENT OF ROADS
ADDENDUM NO. 2
AND
ELECTRONIC BIDDING SYSTEM
AMENDMENT NO. 1
PROJECT NO. STPD-8-7(113)
CONTROL NO. 12773
CALL NO. 105
N-99/N-8, BURCHARD SOUTH
LETTING DATE: NOVEMBER 3, 2011

The Schedule of Items is amended as follows:

1. In Group 4, the bid item "Crushed Rock for Base Course" has been added with a quantity of 20.000 CY.

The EBS generated bid items sheets must show this correction or the bid will be considered void.

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The Special Provisions are amended to include the following:

**CRUSHED ROCK BASE COURSE
FOR CONCRETE BOX CULVERTS**

Section 717 in the Standard Specifications is amended to include the following:

The Contractor may elect to use crushed rock or crushed concrete as a base for the floor of the box culvert. Riprap filter fabric shall be placed under all crushed rock or crushed concrete. Crushed rock shall meet the general aggregate requirements of Section 1033.

The item "Crushed Rock For Base Course" shall be measured and paid for by the Cubic Yard. Payment for the Crushed Rock For Base Course shall include the crushed rock or crushed concrete, filter fabric, excavation and any additional labor or materials necessary to construct the base.

The limits for payment will be 6 inch depth and 18 inches outside any concrete face, including aprons. No adjustment in plan quantity will be made unless the dimensions of the box are changed. Any crushed rock or crushed concrete, fabric, or excavation outside the limits described will be at no cost to the Department.

Any unsuitable material encountered below the 6 inch depth during the box culvert construction shall be excavated and removed from the site and the resulting void may be filled with crushed rock or crushed concrete as directed by the Engineer. This work shall be measured and paid for by the item "Removal of Unsuitable Material".

Bidders must submit a bid for the item "Crushed Rock For Base Course" in the schedule of items. The contractor will only be paid for this item if they use the crushed rock or crushed concrete as a base.

If the Contractor does not plan to utilize crushed rock or crushed concrete as a base, they shall bid the item "Crushed Rock For Base Course" at \$0. If the contractor bids this item at \$0 and later decides to utilize crushed rock or crushed concrete, it will be at the contractor's expense.

No change orders will be approved to increase the cost of the "Crushed Rock For Base Course" item after award of the contract.

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Plan sheets 13 and 14, Special Plan 1C, are void and superseded by added plan sheets 13A and 14A as depicted on the attached sheets.

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Plan sheets 16 and 17, Special Plan 3C, are void and superseded by added plan sheets 16A and 17A as depicted on the attached sheets.

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Plan sheets 18 and 19, Special Plan 4C, are void and superseded by added plan sheets 18A and 19A as depicted on the attached sheets.

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Upon execution of the contract, the plans will be revised to reflect these changes.

DEPARTMENT OF ROADS

Original Signed by Michael Stoltenberg

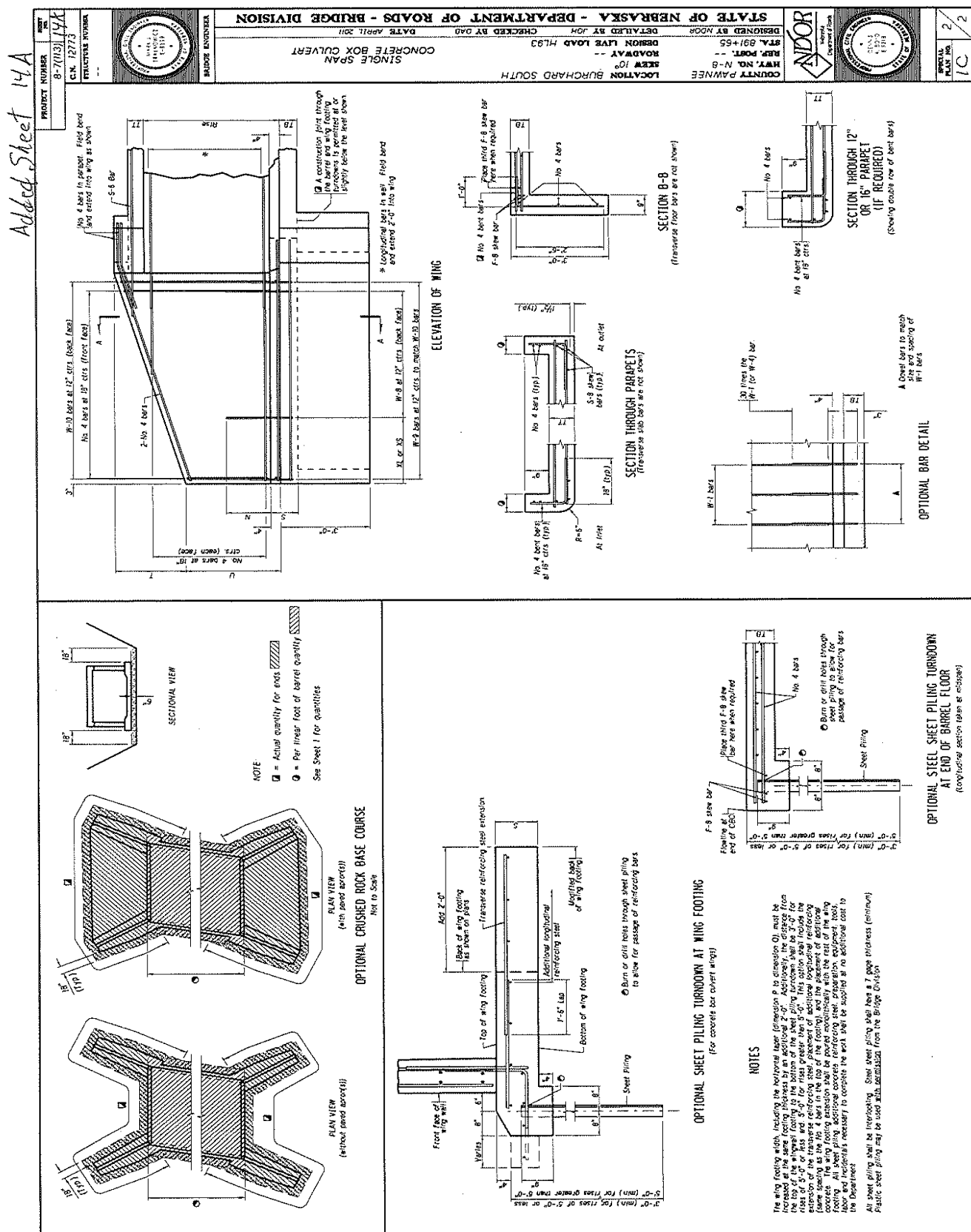
For Claude Oie
Construction Engineer

Issued: October 19, 2011

CO:105AD211

NOTICE: Only the contractors issued bidding proposals receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the contractor.

[illegible]



NOTES

This structure is designed in accordance with the AASHTO LRFD Bridge Design Specifications, Fifth Edition, including subsequent revisions.

C See design data for parameter with

If current is skewed, see design data for number of F-8 and S-9 bars

Spacing of the No. 4 bent bars shall be 18" when the bent function is cast as a wall with the bent bars bent at 90 degrees. The bent bars shall be spaced at 18" when the bent function is cast as a wall with the bent bars bent at 45 degrees. The spacing of the No. 4 bent bars in bent function is 18" if the bent bars are bent at 90 degrees and 18" if the bent bars are bent at 45 degrees. No additional bent bars will be made for additional No. 4 bent bars required because of reduced bar spacing.

Spacing of the No. 4 bent bars shall be 18" in the wing footing members with or without construction joints.

All concrete shall be cast 4/10/2003.

The following information was obtained from the

All reinforcing steel shall conform to the requirements of ASTM designation A-615/A-615F, grade 60. All bar sizes are in customary U.S. units.

specifics beyond the past year's recapitulation of the state of the world, and the world of the future will be more of a challenge to the state of the world.

Concrete and steel quantities per foot of barrel include concrete and steel in floor, walls and slab for one-foot length of barrel as shown in cross section

The minimum lag for solid bars shall be 24 bar diameters

Concrete and steel quantities for two ends include all concrete and steel beyond vertical planes passing through ends of barrel, plus all concrete and steel not included in the barrel cross section.

Excavation for two ends consists of neat excavation for barrel turn-downs, wing footings and footing turn-downs, but only for the portions below flow line.

Transverse barrel bars must also be placed normal to the centerline of culvert

Place F-3 bars midway between F-1 bars W-3 bars midway between S-2 bars and S-3 bars midway between S-1 bars

Spacing of F-5 bay (feet) (m)

Spacing of S-S bars equals (span length) divided by (number of S-S bars) with first bar being placed one-half space from inside face of wall.

Place F-A bars below E-I bars and S-A bars above S-I bars if tension is not shown in the design data.

The contractor shall have the option of using dowel bars to match vertical wall bars as shown in the Optional Bar Detail. An alternative will be made for additional steel required for bar laps.

Wingsails may be built without the vertical $\frac{3}{16}$ 12 taper, however no allowances will be made for additional

Construct force connections in accordance with the Standard Specifications.

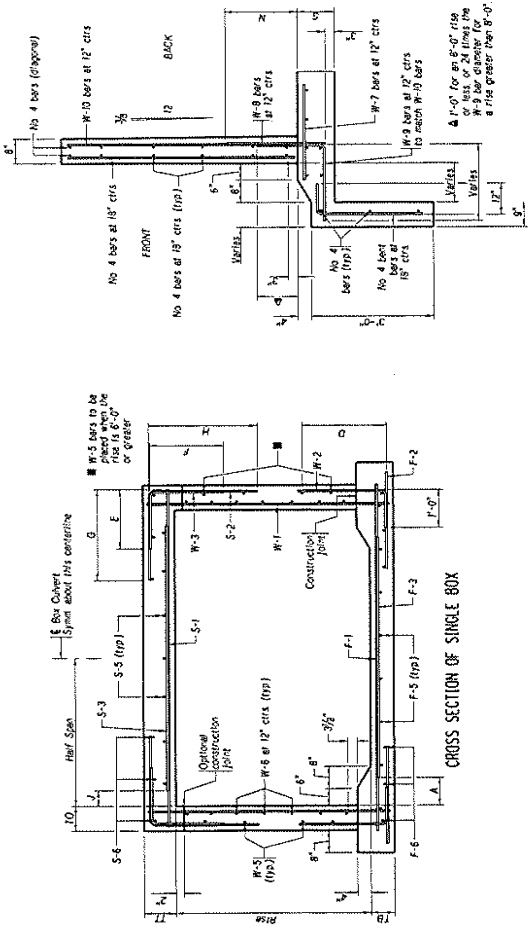
DESIGN DATA

STATION	AT STATION	931.5
1	2	3
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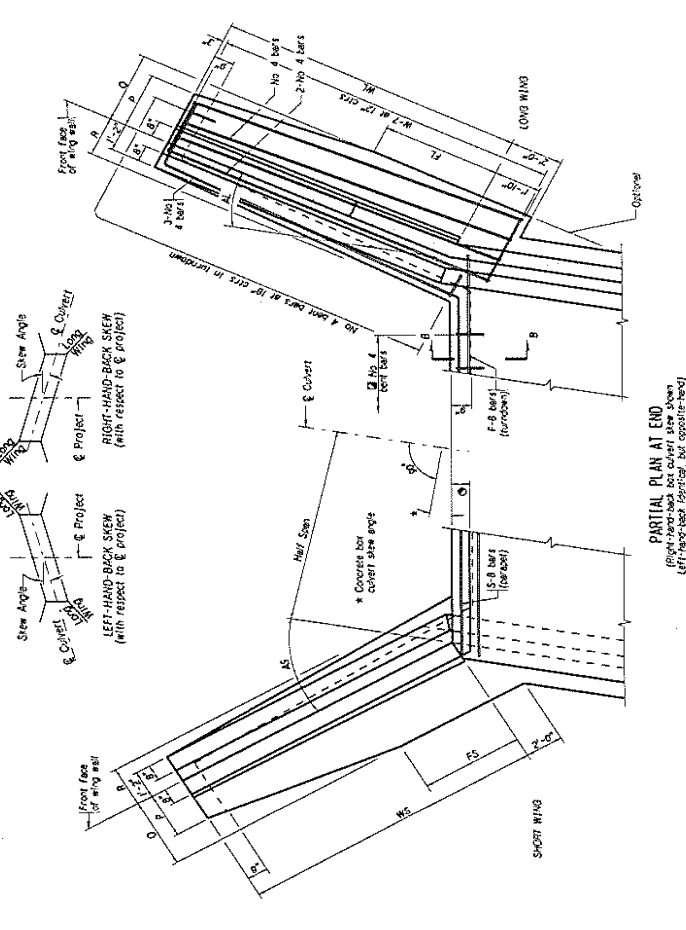
RING ANGLES AND DIMENSIONS		QUANTITIES FOR RINGS ON TWO LINES	
		CONCRETE	720 CS 125
$\Delta L = 10.0$ DEG	$\Delta S = 20.4$ DEG	$P = 1.11 \cdot 0$	
$\Phi_1 = 0.0 \cdot 0$	$\Phi_2 = 0.0 \cdot 0$	$Q = 1.0 \cdot 0$	
$\Phi_3 = 1.11 \cdot 0$	$\Phi_4 = 1.0 \cdot 0$	REINFORCING	
$\Phi_5 = 0.0 \cdot 0$	$\Phi_6 = 0.0 \cdot 0$	BAR SIZE	
$\Phi_7 = 0.0 \cdot 0$	$\Phi_8 = 1.0 \cdot 0$	BASE CONCRETE	
$\Phi_9 = 1.0 \cdot 0$	$\Phi_{10} = 0.0 \cdot 0$		1.1 CS 125

NOTE:
SEE PLAN VIEWS AND SECTIONS
FOR BARRETT BRNS. TURNON

42-1



SECTION A-A



PARTIAL PLAN AT END
(Right-hand-back box culvert skew shown
left-hand-back identical but composite-hand

